

REGIONAL Vision

Southern California Association of Governments

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Leadership

Vision

Progress

Leadership, **vision** and **progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

Southern California At The Crossroads:

The 2001 Draft Regional Transportation Plan Raises
Serious Challenges and Questions for Southern California

News Briefs

Award-Winning Vision: Continuing its tradition of top quality informational pieces, SCAG's **Regional Vision** Newsletter recently won a PRism Award from the Public Relations Society of America. The award, presented to SCAG and Cerrell Associates, Inc., in November 2000, recognizes the informational excellence of the Spring 2000 Newsletter, as well as its ease of use and distinctive graphic layout. The first revised edition of the **Regional Vision** Newsletter was published in October 1998, with subsequent issues published quarterly. The Spring 2000 Newsletter was an 8-page, 4-color special edition newsletter designed to inform SCAG's membership of programs, accomplishments and recent events. The newsletter also included a special pull-out section providing a comprehensive overview and details of the California Maglev Deployment Project. Congratulations to the **Regional Vision** team!



Reaching Out: Spanish Language Video: Adding to its growing number of resource tools, SCAG recently produced a Spanish language version of its informational video, **Keys to the**



Over the past decade, Southern California has experienced unprecedented economic prosperity. The regional economy is booming, joblessness is approaching an all-time low, and the region is rapidly becoming a world center for international trade.

However, the Southern California region faces very serious clouds on the horizon, particularly in the arena of transportation. A glimpse into Southern California's future transportation needs presents a rather bleak picture of where we are and where we need to go as a region in the next quarter century. Southern Californians must grapple with these serious transportation issues and make some difficult decisions now if they hope to maintain the lifestyles they've grown accustomed to during this time of economic prosperity.

How could this happen when times seem so prosperous? Let the projections speak for themselves:

- ◆ The Southern California region is expected to grow by more than 7 million people and 3.2 million jobs by 2025, the equivalent of adding two cities the size of Chicago to the region. A high growth rate is expected in the region's outlying areas, particularly in the Inland Empire and North Los Angeles County.
- ◆ With the largest regional airport system in the world, air traffic demand in Southern California is already pushing the envelope,

Inside

Taking Flight: 2001
RTP Examines Aviation ...2

Program Notes5

SCAG's New Best
Practices Policies7

RAC Report7

CalendarBack Cover

(Continued on page 3)

(Continued on page 2)

TAKING FLIGHT: SCAG's Draft 2001 RTP Examines Regional Aviation

Planning for Southern California's future aviation needs is not an easy task. Serving more than 85 million air passengers (MAP) and transporting 2.6 million tons of cargo each year, we have the largest regional airport system in the world. This network is already strained by the region's 16 million residents, millions of additional tourists and the world's twelfth largest economy.

The aviation picture is further compounded by anticipated growth of passenger and cargo travel: SCAG estimates that by 2025, the region's air passenger demand will nearly double to more than 164 MAP, and cargo demand is expected to triple, reaching 9.5 million tons each year.

This air travel boom, in general, will have positive impacts on our economy by boosting our position as an international trade center. However, the quality of life, congestion and environmental impacts associated with airport growth must also be carefully considered before any plans are set into motion.

Accommodating the expected increase in passenger and cargo air travel, while minimizing impacts to our regional residents, the surrounding communities and the environment, is a primary focus of SCAG's Draft 2001 Regional Transportation Plan (RTP) Update. This comprehensive transportation blueprint examines four different scenarios that address the many logistical, efficiency and quality of life issues associated with future airport capacity. Those aviation scenarios include:

Scenario 1: No-Project Alternative. This scenario is used as a baseline for comparison of other scenarios and measures how the regional system can accommodate future demand assuming there are no constraints on the current system. This scenario was adopted as part of the 1998 RTP.

Scenario 2: Market Incentives and High-Speed Train Service. This scenario examines development of market incentives and high-speed rail service to El Toro, Palmdale, Ontario and Inland Empire airports to meet future demand. The plan would set MAP limits at three of the network's airports: Los Angeles International Airport (LAX) would be limited to 70, with a maximum of 9.4 at Burbank and a limit of 3.0 at the Long Beach Airport.

Scenario 3: Variation of Scenario 2. This scenario is essentially the same as Scenario 2 (above), but increases the LAX limit to 78 MAP.

(Continued on page 3)

Southern California at the Crossroads

(Continued from page 1)

and it will continue increasing significantly in the future. By 2025, air passenger traffic is expected to double and cargo demand to triple.

- ◆ Our regional transit system has seen a decline of more than 100 million riders over the last ten years, and efforts to begin implementing a regional system of "Smart Shuttles" originally proposed several years ago has not sufficiently moved forward.
- ◆ The need for transportation investments—both in terms of maintaining the current system and making new strategic investments—are at an all-time high while the funding for those projects is steadily decreasing.

To address these transportation challenges head-on, SCAG developed *CommunityLink21*, the 2001 Draft Regional Transportation Plan (RTP) Update.

The Draft RTP undertakes a comprehensive analysis of the region's long-term transportation needs and identifies areas for concern. The plan must not only reduce overall congestion in Southern California, it must also help the region maintain air quality standards and provide for transportation improvements within a feasible budget.

CommunityLink21 is a truly comprehensive blueprint for Southern California's future transportation system, making hundreds of recommendations on all types of transportation facilities and services, including:

- ◆ Mass transportation—commuter rail, bus service, high-speed Maglev
- ◆ Roads and highways—maintenance, new lane capacity, new HOV lanes
- ◆ Ridesharing and other commuter alternatives
- ◆ Airports and seaports
- ◆ Goods movement-related facilities and services
- ◆ Bicycle and pedestrian facilities
- ◆ Intelligent Transportation Systems and related technologies

The Draft RTP looks at all of these various facilities, services and strategies inclusively, assesses how the current system is perform-

ing and identifies new transportation priorities to accommodate Southern California's forecasted growth.

SCAG has worked closely with cities, counties, county transportation commissions, business, environmental and community leaders, and the public at large throughout the region to reach consensus in development of this draft plan. Development of the draft plan also involved an extensive environmental justice analysis.

As was previously intimated, however, *CommunityLink21* has raised a series of very serious challenges facing Southern California that require making difficult policy and planning decisions now before these challenges become too large to solve in the future.

Paying for Our Transportation Priorities

Possibly the most glaring dilemma facing the region is a multi-billion dollar shortfall in the amount of funding that will be needed to develop, and in many cases maintain, needed transportation priorities. There are several reasons for this shortfall, including:

- ◆ The end of sales taxes in Orange, San Bernardino and Riverside Counties by the year 2010 (Los Angeles County currently has a permanent sales tax for transportation, while Ventura County has no such revenue source currently in place).

- ◆ State and local sales taxes for transportation will be impacted by continued increases in electronic commerce, which are currently exempt from most state and local sales taxation. A U.S. Congressional Advisory Commission on e-commerce has recommended extending the moratorium on e-commerce taxation until at least 2006.
- ◆ Gasoline tax revenues are also expected to decline due to the increased use of alternatively fueled vehicles in coming years. New state air quality requirements will likely result in the further erosion of gasoline tax revenues by introducing new incentives for greater reliance on alternative fuel vehicles.

In terms of hard numbers, SCAG estimates that with current revenue sources, the

(Continued on page 4)

News Briefs

(Continued from page 1)

Future. The English version of the video, which was recently updated, is narrated by former "Good Morning America" Anchor Kathleen Sullivan, and provides an overview of the agency, as well as its responsibilities and efforts in regional consensus-building and problem-solving. The Spanish version of the video is identical, with the exception of a voice-over translation and text graphics. The new video is ideal for presentations to Latino community organizations and other Spanish-speaking audiences, and may be used as a stand-alone piece or in conjunction with other materials. To obtain a copy of either the English or Spanish versions of *Keys to the Future*, please contact Eddie Tafoya at SCAG (213/236-1958; email, tafoya@scag.ca.gov).

The Dawn of a New Era: SCAG is becoming a household name among residents of the region as outreach efforts spread far and wide. The *1999 Annual Report* was recently released to the public for review. The report highlights the progress of SCAG in areas such as transit, dispute resolution, communication, finance, best practices and goods movement. If you would like to receive a copy of the Annual Report please contact Eddie Tafoya at SCAG (213/236-1958; email, tafoya@scag.ca.gov).

15th Annual California Rideshare Week a Success: Rideshare Week 2000, October 2-6, a week-long program designed to promote alternatives to driving (or driving alone), was particularly important this year due to the congestion problems associated with the extended Los Angeles MTA strike. More than one million people regularly get to work by carpool in the Southland, which boasts the nation's largest network of time-saving carpool lanes, and carpooling is the number one alternative to driving alone. With the more than 450,000 MTA transit riders searching for alternative transportation solutions during the strike, Rideshare Week campaign coordinators continued to stress the important role of carpooling.



"With one in four commuters currently sharing the ride at least once a week, carpooling can be a viable alternative for many more commuters," said Jim Sims, Director of Southern California Rideshare, a Rideshare Week sponsor. "Carpooling continues to help bridge the transportation gap for many of the transit-dependent commuters, as well as provide alternatives for commuters seeking faster, less expensive ways to get to and from work."

Rideshare Week 2000, was sponsored in Southern California by SCAG, Southern California Rideshare, Los Angeles County MTA, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, Metrolink, as well as other public and private organizations.

Fast Facts: With the added participation and interest in carpooling during the MTA strike, Southern California Rideshare was forced to open a second 800 phone line to handle the increased number of calls — the first time it has had to do this since it was created in 1974.

More than 250,000 people are currently registered in the Southern California Rideshare database, making it the largest such "pool" of potential carpoolers in the nation.

According to the 1999 State of the Commute report:

- ◆ The desire to save time and money were the most frequently cited reasons by commuters for making the switch from driving alone to carpooling.
- ◆ Carpoolers using Southern California's carpool lanes save an average of 40 minutes a day, cutting their total commute time by one third.

Radio and Television Traffic Reporters Honored by Transportation Industry: Eight Southland traffic reporters were honored for their efforts in

helping commuters get to work faster and with less stress at the

Fourth Annual Golden Pylon

Awards held at Universal City

Walk in September. Award win-

ners were selected by their fel-

low reporters for "demonstrating

leadership among their peers

and for their commitment to

helping ease the commute and

promote alternatives to driving

alone," according to Cheryl

Collier, manager for Southern

California Rideshare.



Jennifer York, Traffic Reporter from KTLA Channel 5 News, receiving the Golden Pylon Award from Cheryl Collier, manager for Southern California Rideshare.

This year's Golden Pylon Award winners were:

- ◆ Paul Johnson, Metro Networks — KABC-TV Morning Drive
- ◆ Robin Banks, Metro Networks — KZLA-FM, KCRW, LITE-92.7 Afternoon Drive
- ◆ Rhonda Kraemer, Shadow Broadcasting — KFWB-AM Morning Drive
- ◆ Tori Signal, Shadow Broadcasting — KLSX-FM, K-MIX, KRLA-AM Morning Drive
- ◆ Bill Preciado, California Highway Patrol — KMEX Channel 34
- ◆ Mike Taylor, AirWatch America — KOOL-FM, KIK-AM, KLOS-FM, KIIS-FM
- ◆ Commander Chuck Street — KIIS-FM
- ◆ Jennifer York — KTLA Channel 5 News

TAKING FLIGHT: SCAG's Draft 2001 RTP Examines Regional Aviation

(Continued from page 2)

Scenario 4: Variation of LAX Master Plan. This scenario allows for the completion of the LAX Master Plan expansion, without development of El Toro (and otherwise the same as Scenarios 2 and 3).

Each scenario is undergoing a detailed analysis to address such issues as ground access, noise and air pollution, economic impact, and environmental justice. These analyses will be released for public review as part of a Programmatic Environmental Impact Report (PEIR) that was released February 1st. This effort will culminate with the selection of one scenario for inclusion in the final 2001 RTP, which is scheduled for completion in the Spring of 2001.

For more information about SCAG's aviation planning efforts, please contact Rich Macias (213/236-1805; email, macias@scag.ca.gov) or Alan Thompson (213/236-1940; email, thompson@scag.ca.gov).



The Regional Council

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RIVERSIDE COUNTY TRANSPORTATION COMMISSION: Robin Lowe, Hemet

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Southern California at the Crossroads

(Continued from page 2)

region will have just under \$100 billion in funds available for transportation over the next 20 years. However, the costs associated with operating and maintaining the current system – along with some short-term capital improvements that have already been programmed – will exceed \$110 billion over the same period. In other words, Southern California will not even have enough transportation revenue to maintain the current system, let alone make any new strategic investments.

In order to meet Southern California’s long-term transportation needs, fundamental changes to our system of transportation finance must be seriously considered. As such, the Draft RTP recommends a series of alternatives for making up this funding shortfall, including:

- ◆ Extend the local sales taxes in counties that plan to end it, and adopting a similar sales tax measure in Ventura County.
- ◆ Continue general fund appropriations from the state sales tax on gasoline for transportation and extending Governor Davis’ transportation funding program beyond 2006 (including the continuation of transferring gasoline sales tax revenues from the General Fund to Transportation funds).
- ◆ Implement a new revenue mechanism on alternative fuel vehicles that is equivalent to the gasoline tax to recoup losses resulting from alternative fuel vehicle proliferation.
- ◆ Adjust the current state gasoline tax by \$.05 in 2005 and with a \$.01 increase each year from 2006 to 2025, a modification consistent with historical increases in this revenue source.

Failure to examine these and other potential revenue sources now jeopardize Southern California’s ability to maintain our current system and make the improvements needed to keep our transportation infrastructure on pace with projected growth.

Accommodating Future Airport Demand

Another issue of concern is finding regional solutions to managing anticipated air travel and cargo demand. Specifically, SCAG projects that the regional airport system will be expected to handle approximately 164 million air passengers each year by 2025, nearly double its current capacity. Similarly, air cargo demand is expected to triple over that time period.

The Draft RTP and PEIR analyze a variety of aviation scenarios, including the development of a commercial air facility at El Toro, the impact of plans to expand capacity at LAX, the effect of high-speed rail connections between certain airports, and the extent to which outlying airports in Palmdale, Ontario and the Inland Empire can meet the increasing demand for access to and from Southern California. For more information about the Draft RTP and SCAG’s regional aviation planning efforts, please see “Taking Flight” on Page 2.

Maximizing Regional Transit

Another area of transportation in major need of attention and reform is mass transit. Specifically, while some individual transit operators are attracting great numbers of riders, the overall regional transit system is failing to attract enough riders to sustain overall operating costs. By the year 2020, SCAG estimates that the region will generate approximately 700 million transit trips per year (up from 567 million trips in 1997), but this number still falls far short of what is needed to effectively reduce congestion and vehicle emissions based on the growth expected for the region over the next 20 years.

The Draft RTP recommends a series of policies and actions designed to increase transit use by improving the regional system’s overall efficiency and effectiveness as well as enhancing the number of transit choices available. The Draft Plan calls for a significant increase in the capacity of the Metrolink commuter rail system, and it also recommends development of an intra-regional high-speed transportation system based on Magnetic Levitation (Maglev) technology that connects the region’s major population and transportation centers. *CommunityLink21* also

(Continued on page 6)



Program Notes

RTP Outreach

On December 14, the SCAG Transportation and Communications Committee and the Regional Council approved the release of **CommunityLink21**, the Draft 2001 Regional Transportation Plan (RTP). The Draft Plan will be open to public comment for 90 days, and during that time SCAG has launched an extensive community outreach and public participation program. The outreach efforts will include specialized presentations given by staff and Regional Council members, workshops, and community dialogues addressing specific environmental justice issues throughout the six-county Southern California region. Public comment forms and surveys will be available to provide an outlet for community members to voice their opinions. All comments must be submitted to SCAG by March 15, and staff will then begin to incorporate that input into the plan. The final RTP will be submitted to the Regional Council for approval in the spring of 2001.

If you have any questions or would like to be a part of the RTP outreach effort please contact Trisha Murakawa (213/239-6679; email lmofc@aol.com) or visit the SCAG website at www.scag.ca.gov.

Maglev on the Fast Track

SCAG's efforts to develop a world-class high-speed transportation system using Magnetic Levitation (Maglev) technology continue to move forward. Last fall, the United States Congress provided a \$1 million appropriation, which, when combined with local matching funds, will allow for continued development of a Southern California intra-regional Maglev system. There are also plans to explore a number of other funding opportunities at the Federal level such as the Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as the pursuit of additional funds during the upcoming congressional appropriations cycle.

As Southern California prepares for the future by exploring high-speed transportation options like Maglev, SCAG looks to local communities, business leaders and elected officials to help make those plans a reality. In an effort to solicit local input, SCAG, in association with the Federal Railroad Administration, hosted a major Public Information Meeting on August 21 in the City of Covina. At the meeting SCAG presented its findings on how a Maglev high-speed transportation system would impact and benefit local communities and community members provided invaluable comments. Nearly

100 local elected officials, business leaders and interested residents from throughout the region were in attendance.

On September 25, SCAG co-hosted a

reception for U.S. Department of Transportation Undersecretary Dr. Stephen Van Beek at the Los Angeles Chamber of Commerce. This reception gave an opportunity for SCAG to present the California Maglev Project to Dr. Van Beek and demonstrate the broad-based support the project has from business leaders, elected officials and community members throughout the region. Nearly 80 business leaders and elected officials attended this reception.

Finally, a delegation of state officials, local elected officials and business leaders traveled to Germany in November to experience the power and viability of Maglev in person. The delegation held numerous meetings with German elected officials and construction authorities, followed by a trip to Emsland, site of the world's largest and longest-running Maglev track. Delegation members experienced Maglev first-hand, riding a train at the Emsland facility well in excess of 240 miles per hour.

As SCAG moves forward with Maglev, many cities, counties, councils of government, business associations, community organizations and elected officials at all levels have joined the effort to develop Maglev as a viable solution to the transportation issues that face our region. To date, SCAG has secured nearly 100 resolutions and letters of support for the California Maglev Project. For more information about the California Maglev Deployment Program, please contact Al Perdon, program manager (310/871-1113; email, albertperdon@albertperdon.com) or Jeff Lustgarten (323/466-3445; email, jeff@cerrell.com).

State of the Commute Report

SCAG released its annual *State of the Commute Report* in October. The report is a comprehensive telephone survey that collects data on commuters' travel opinions, behavior and attitudes toward traffic congestion and commuter alternatives based on random surveys throughout the six-county Southern California region.

Compared to the last report, the share of drive alone and transit commuters has slightly increased, while the share of carpoolers and vanpoolers has slightly decreased. About 26 percent of respondents said that they use alternatives to driving alone on their commute at least once a week, with 21 percent saying that they utilize such commuter alternatives at least three times a week. Overall, the report indicated that motorists are increasingly dissatisfied with the commute. Forty-three percent of people said that traffic is getting worse and 29 percent of all commuters report that traffic is bothersome.

Of the people that have High Occupancy Vehicles (HOV) lanes readily available to them, nearly one in five actually used the lanes at least once in the week prior to the survey. The vast majority of ridesharingers with access to an HOV lane report traveling on the HOV lane to work. The report states that "a one percent drop in the carpooling rate translates into more than 40,000 additional vehicles on our already crowded freeways and service streets daily which in turn results in an annual increase of 302 million vehicle miles of travel."

SCAG will be reinitiating its Speakers Bureau Program during the first quarter of 2001. The Speakers Bureau Program offers customized presentations to elected officials, business associations and other community organizations throughout Southern California, providing an opportunity to learn about important issues that affect the entire region. SCAG Regional Council members and staff will illustrate how SCAG's past, present and future projects affect the Southern California community, demonstrating the organization's value, as well as facilitating a regional dialogue.

For more information on the SCAG Speakers Bureau program, please contact: Al Fuentes (213/236-1882; email, fuentes@scag.ca.gov).

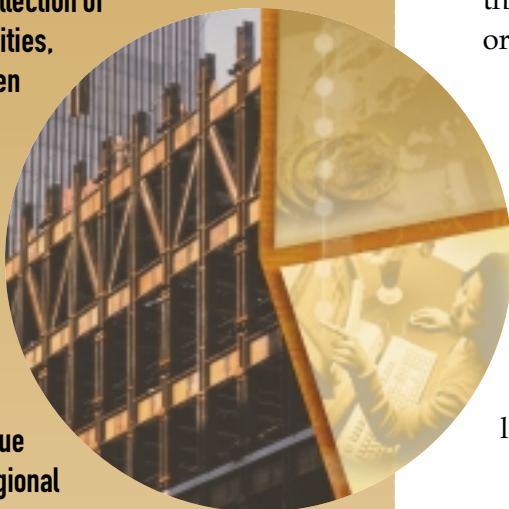




Regional/ Economic Pulse

On Dec. 8, government officials, academia, and other members of the public, private and business sectors gathered together for SCAG's fourth annual **Regional Economic Forecast Conference**. The only event of its kind, the conference focuses exclusively on the short-term outlook for the Southern California regional economy in the new millennium, and provides authoritative, cutting-edge regional economic analyses.

"Southern California can no longer be viewed as a collection of related communities, but must be seen as an integrated, interconnected geographical unit," said Bruce DeVine, senior SCAG planner. "Only in this way can we develop a true picture of our regional economy and create strategies to protect and enhance its growth."



This year's event was held at the Southern California Gas Company's Energy Resource Center in Downey, and examined a number of burgeoning regional issues. Topics included the Inland Empire's changing economy; water use and availability; and housing issues. The keynote speakers, Carl Wood of the California Public Utilities Commission and Barry Sedlik of Southern California Edison, also discussed the current energy crisis and the impact of deregulating utilities. Other guest speakers included Jack Kyser, chief economist, Los Angeles County Economic Development Corporation; Teri Ooms, president, Inland Empire Economic Partnership; Stephen Levy, director, Center for Continuing Study of the California Economy; and Dr. Steven P. Erie, associate professor of political science, University of California, San Diego.

Additionally, the event showcased the regional economic predictions of SCAG's two university modeling teams, California State University (CSU), Fullerton, and CSU Long Beach, for 2001-2002. The forecasts presented at the conference will be used for SCAG's final projections of transportation revenues in the 2001 Regional Transportation Plan (RTP) Update, slated for completion in May 2001.

For a copy of the written report from this year's event, or for more information regarding SCAG's 2001 Economic Forecast Conference, contact Frank Wen at SCAG (213/236-1854; email, wen@scag.ca.gov).

Southern California at the Crossroads

(Continued from page 4)

calls for developing new dedicated busways in key areas to provide for more efficient transit options in some of Southern California's most congested corridors.

Additionally, the draft plan proposes a series of new institutional, operational and financial policies designed to improve service, provide incentives for transit-oriented development, and maximize the system's overall efficiency. Due to the generally decentralized nature of transit service in Southern California, implementation of these reforms will present many challenges and require a regional consensus-building process. But SCAG believes it is absolutely vital to implement these reforms if transit is to remain a strong, viable and affordable transportation option for the 21st Century.

Making Your Voice Heard Now Is More Important Than Ever

Because the transportation challenges facing Southern California's future are so complex and difficult to address, it is vital that the entire region work together now to implement solutions to these various transportation challenges. Southern California needs to reform the manner in which its transportation system is maintained, improved and financed in order to ensure its continued prosperity in this century.

Initiatives like *CommunityLink21* give us the information we need to determine the areas for improvement, but it is only a starting point. Government officials, public agencies, community organizations and the public at large must work together now to discuss and develop solutions to these daunting challenges. To view a copy of *CommunityLink21* or learn more about the many outreach forums that will be taking place throughout Southern California in the coming months, please visit the SCAG website at www.scag.ca.gov. Or you can contact Genoveva Arrellano (909/627-2974; email, arrellano4@aol.com) or Trisha Murakawa (213/239-6679; email, lmofc@aol.com).

E – COMMERCE : Challenges and Opportunities for Local Government

Friday, March 30, 2001 • 8 a.m. - 2 p.m.

Few topics have sparked as much discussion and debate in recent years as e-commerce. Governments are worried about its revenue implications. Businessmen are concerned about its effects on competition and how to manage their businesses in the New Economy.

At the Southern California Association of Governments' e-commerce conference, recognized academic, business, and government experts will address the impacts of e-business on our region. The conference will focus on policy and economic implications for local governments and businesses in the southern California region.

You will learn about the effects of e-commerce on:

- ◆ **Public finance:** local government sales and use tax; revenue alternatives
- ◆ **Transportation:** implications for air cargo, ground facilities, traffic congestion
- ◆ **Local government** structure and new methods for service delivery

For more information, please contact SCAG: Linda Jones (213/236-1912; email, jonesl@scag.ca.gov) or Cerrell Associates: Anita Saunders (323/466-3445; email, anita@cerrell.com).



BEST FOOT FORWARD

An Ongoing Discussion and Update of SCAG's Best Practices Policies* Implementation

New Contract Tracking System Facilitates Better, Faster Communication



SCAG's new Contract Tracking System (CTS) is helping the agency communicate more effectively both internally and externally. Developed in-house by SCAG staff, this state-of-the-art database tracks the agency's contracts through every step of the process and allows the user to find out the status of a particular document by simply punching a few buttons.

"This is an extremely valuable tool for both SCAG and the subregional organizations," said Helene Smookler, SCAG's legal counsel who also oversees the agency's contracts division. "The subregions and staff can access the data anytime, from anywhere. This improves our overall efficiency by allowing us to respond more quickly to inquiries. Instead of going from department to department to find out where a contract is, we can retrieve the information easily and move on to other important matters. The same is true for subregions awaiting the outcome of contracts for their projects."

The CTS tracks SCAG's agency contracts, as well as those undertaken on behalf of subregions. Authorized users, including SCAG and Caltrans staff, may search for the status of a particular contract in various ways, such as contract number, type of service, date, the name of the subregion requesting the contract, or the name of the department or person initiating the contract. The system is secured

through passwords with a "view only" mechanism that restricts changes to the data. Each subregional organization also has its own password and may access the information remotely from their own offices or other off-site locations.



"We can literally find out anything about any contract at any time," Smookler added. "We know whether it's in the legal department or accounting, and when it's been signed. This instant communication goes a long way in helping us and the subregions reduce wasted time and effort."

Implemented in September 2000, the CTS has the capacity to accommodate hundreds of documents. The system does not replace hard copies of the contracts, but does allow them to be viewed on-screen once completed.

For more information about SCAG's Contract Tracking System, please contact Sam Mehta at SCAG (213/236-1813; email, mehta@scag.ca.gov).

** SCAG'S Best Practices policies are a series of ongoing efforts to address and update the agency's internal management, financial and accounting procedures to ensure maximum efficiency of its operations.*

RAC Report

Comment on SCAG Draft 2001 RTP Update

SCAG's Regional Advisory Council (RAC) has turned its attention to the agency's Draft 2001 Regional Transportation Plan (RTP) Update, which is scheduled for approval this May. With a draft of the document recently released for public comment, the RAC has been reviewing several issues of regional significance, such as aviation and housing.

"These issues have always been important, and will become even more important as the region continues to grow and prosper," noted Frank Osgood, RAC chair. The 2001 Draft RTP Update gives us a chance to take a look at SCAG's proposals to address these and other pressing needs, and help make sure that the regional citizenry has a voice in the planning of our collective future."

During its review process, RAC members are seeking input from SCAG, as well as outside agencies, to obtain relevant and balanced viewpoints prior to submission of a formal statement to SCAG's Regional

RAC Focuses on Regional Transportation Plan

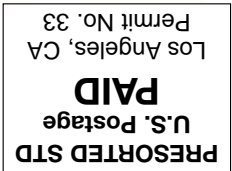
Council. Aviation discussions focused on questions regarding future regional airport locations, capacity and characteristics, and potential expansion of the current airport system to reinforce regional growth patterns. The RAC is also considering housing issues at the local and subregional levels, focusing on the preparation for the next cycle of the Regional Housing Needs Assessment (RHNA) cycle and encouraging the creation of non-profit foundations to provide desperately needed low and moderate income housing in all subregions. In general, meeting the region's needs in an era of limited funding has also been a topic of interest for the RAC.

Looking ahead, the RAC plans to focus on other RTP-related issues, such as community outreach efforts, environmental justice and growth visioning. The organization will also continue to work directly with SCAG's 14 subregions to accomplish its goals.

For more information about the RAC, please contact Kim Turner at SCAG (213/236-1930; email, turner@scag.ca.gov).

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February

8 Aviation Technical Advisory Committee* (ATAC) 10 am; RTP Community Forum,** Burbank Central Library 6:30–8 pm

9 Gateway Cities’ Future, Long Beach Convention Center 8:30–5 pm

12 RTP Community Forum,** Juniper Serra Library (downtown LA) 10 am–12 pm; RTP Community Forum,** Coachella Valley Associated Governments 12–1 pm

13 Best Practices Task Force 1:30 pm

15 High Speed Rail/MAGLEV Task Force Noon

20 Water Policy Task Force 10 am; RTP Community Forum, Dana Strand Housing Development Resident Council 5:30 pm

21 Goods Movement Advisory Committee (GMAC) 9 am; Transportation & Communications Committee/Energy & Environment Joint RTP Workshop** 10 am; Data Task Force 11 am; Regional Advisory Council (RAC) 11:30 am; RTP Community Forum, Sylmar Community Coordinating Council Noon

22 Subregional Policy Coordinators Group 9:30 am; Forecasting Technical Task Force 1:30 pm

23 Solid Waste Task Force 10 am

March

1 Administration Committee 8:30 am; Community, Economic & Human Development Committee (CEHD) 10 am; Energy & Environment Committee (EEC) 10 am; Transportation & Communications Committee (TCC) 10 am; Regional Council Noon

2 Transportation Conformity Working Group 10 am

5 RTP Community Forum,** Osage Neighbors Assn. 7 pm

7 North American Free Trade Agreement Subcommittee (NAFTA) 10 am

8 Aviation Technical Advisory Committee* (ATAC) 10 am

13 Best Practices Task Force 1:30 pm

20 Water Policy Task Force 10 am

21 Goods Movement Advisory Committee (GMAC) 9 am; Regional Advisory Council (RAC) 11:30 am

22 Subregional Policy Coordinators Group 9:30 am

28 Modeling Task Force 2 pm

29 Forecasting Technical Task Force 1:30 pm

30 E-Commerce, Montebello 8 am–2pm

Calendar

April

4 North American Free Trade Agreement Subcommittee (NAFTA) 10 am

5 Administration Committee 8:30 am; Community, Economic & Human Development Committee (CEHD) 10 am; Energy & Environment Committee (EEC) 10 am; Transportation & Communications Committee (TCC) 10 am; Regional Council Noon

6 Transportation Conformity Working Group 10 am

10 Best Practices Task Force 1:30 pm

12 Aviation Technical Advisory Committee* (ATAC) 10 am

17 Water Policy Task Force 10 am

18 Regional Advisory Council (RAC) 11:30 am

26 Subregional Policy Coordinators Group 9:30 am; Forecasting Technical Task Force 1:30 pm



For information on SCAG happenings visit the SCAG web site at www.scag.ca.gov.

* Locations vary

** For more information about these and other Community Forums regarding SCAG’s Draft Regional Transportation Plan, please visit the SCAG website (www.scag.ca.gov), click on the “Regional Transportation Plan” button and click on the “Online Calendar” link.

All meetings will be held at the SCAG offices except where noted differently. Some meeting dates and times are subject to change. For further information about meetings, please call 213/236-1800.

Send your comments or story suggestions to: lisa@cerrell.com, or call Lisa Brown at 323/466-3445.

For subscription information or to change your *Regional Vision* mailing address, contact Eddie Tafoya at 213/236-1958; email, tafoya@scag.ca.gov.

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